

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Original) A driving assistance apparatus for cruise control for a vehicle (10, 27), having receiving means (25) for reception of a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and/or of a switch-off command (35), which is formed by a transmitting/receiving device (30) in the vehicle (10, 27) from the danger alarm (54, 70), wherein the driving assistance apparatus is designed for self-deactivation as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized

in that the driving assistance apparatus is designed for self-deactivation and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of a current speed of travel (v1) of the vehicle (10, 27).

2. (Original) A driving assistance apparatus for cruise control for a vehicle (10, 27), having receiving means (25) for reception of a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and/or of a switch-off command (35), which is formed by a transmitting/receiving device (30) in the vehicle (10, 27) from the danger alarm (54, 70), wherein the driving assistance apparatus is designed for self-deactivation as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized

in that the driving assistance apparatus is designed for self-deactivation and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of the current distance (d) from a preceding vehicle (27).

3. (Currently Amended) The driving assistance apparatus as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the apparatus is designed for self-deactivation and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of a preset speed of travel.

4. (Currently Amended) The driving assistance apparatus as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the apparatus is designed to reduce the speed of travel (v1) of the vehicle (10, 27) before its self-deactivation.

5. (Currently Amended) The driving assistance apparatus as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the apparatus cannot be activated for a predetermined latency time after reception of the danger alarm (54, 70).

6. (Currently Amended) The driving assistance apparatus as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the apparatus can receive the danger alarm (54, 70) or the switch-off command (35) via a bus in the vehicle.

7. (Currently Amended) The driving assistance apparatus as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the danger alarm (54, 70) is transmitted by a fixed-position transmitting device (30, 70) or by a vehicle transmitting device (30, 70) provided in a second vehicle (10, 27).

8. (Currently Amended) The driving assistance apparatus as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the apparatus has output means for outputting in particular visual and/or audible and/or tactile warning information (46) to the driver (14) of the vehicle (10, 27).

9. (Original) The driving assistance apparatus as claimed in claim 8, characterized

in that the output means output the warning information (46) before deactivation of the driving assistance apparatus (19).

10. (Currently Amended) The driving assistance apparatus as claimed in claim 8
or 9,

characterized

in that the self-deactivation is carried out when the driver (14) has acknowledged the warning information (46) by means of a predetermined control action.

11. (Currently Amended) The driving assistance apparatus as claimed in claim 8 or 9,

characterized

in that the self-deactivation is carried out when the driver (14) does not acknowledge the warning information (46).

12. (Currently Amended) The driving assistance apparatus as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the apparatus is designed for adaptive cruise control which takes account of the distance (d) from a preceding vehicle (27).

13. (Currently Amended) A transmitting/receiving device (30) for interaction with a driving assistance apparatus (19) as claimed in ~~one of the preceding claims~~ claim 1, characterized

in that the device has receiving means (32) for reception of a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and in that the device has interface means (34) for transmission of the danger alarm (54, 70) and/or of a switch-off command (35), which is formed from the danger alarm (54, 70), to the driving assistance apparatus (19).

14. (Currently Amended) The ~~driving assistance apparatus as claimed in one of claims 1 to 12 or the~~ transmitting/receiving device (30) as claimed in claim 13, characterized

in that the ~~apparatus or~~ device has a program code which can be run by a processor which, in particular, is contained in a traction control apparatus and/or a motor or engine control apparatus for a traction motor or engine (16) in the vehicle (10, 27).

15. (Currently Amended) A storage means having a ~~driving assistance apparatus~~ and/or a transmitting/receiving device (30) as claimed in claim 14.

16. (Currently Amended) A vehicle, in particular a passenger vehicle, characterized
in that the vehicle contains a ~~driving assistance apparatus (19) as claimed in one of~~
~~claims 1 to 12 or 14, and/or~~ a transmitting/receiving device (30) as claimed in claim 13 ~~or 14,~~
~~and/or a storage means as claimed in claim 15.~~

17. (Original) A method for cruise control of a vehicle (10, 27), in which a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and/or a switch-off command (35), which is formed from the danger alarm (54, 70), are/is received, wherein the cruise control is deactivated as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized
in that the cruise control is deactivated and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of the current speed of travel (v1) of the vehicle (10, 27).

18. (Original) A method for cruise control of a vehicle (10, 27), in which a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and/or a switch-off command (35), which is formed from the danger alarm (54, 70), are/is received, wherein the cruise control is deactivated as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized
in that the cruise control is deactivated and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of the current distance (d) from a preceding vehicle (27).

19. (New) The driving assistance apparatus as claimed in ~~one of claims~~ claim 1
~~to 12 or the transmitting/receiving device (30) as claimed in claim 13,~~ characterized
in that the apparatus ~~or device~~ has a program code which can be run by a processor which, in particular, is contained in a traction control apparatus and/or a motor or engine control apparatus for a traction motor or engine (16) in the vehicle (10, 27).

20. (New) A storage means having a driving assistance apparatus ~~and/or a transmitting/receiving device (30)~~ as claimed in claim 1 ~~14~~.

21. (New) A vehicle, in particular a passenger vehicle,
characterized

in that the vehicle contains a driving assistance apparatus (19) as claimed in claim 1
~~one of claims 1 to 12 or 14, and/or a transmitting/receiving device (30) as claimed in claim 13~~
~~or 14, and/or a storage means as claimed in claim 15.~~